

THE SYDNEY MORNING HERALD, FRIDAY, NOVEMBER 16, 1867

Clause 14, "Application by trustees of sum and
" 15, "Duties of trustees."
" 16, "Mortuary chapel may be erected," 16,
" 17, "Duties of trustees," 17,
" 18, "Regulations to be made," 18,
" 19, "Penalty on persons," 19,
" 20, "Penalty on persons," 20,
" 21, "Penalty for injuring," 21,
" 22, "Apprehension of offenders by any," 22,
" 23, "Penalty for giving false names," 23,
" 24, "Summary provisions," 24,
" 25, "Short title, schedule A," 25.

Chairman then left the chair and reported the bill to House with amendments. The report was adopted and third reading of the bill was made an order of the day to-morrow.

The House adjourned at five minutes past 2 o'clock until 10 o'clock on Friday.

L A W.

SUPREME COURT.—THURSDAY.
SITTINGS FOR THE TRIAL OF CAUSES.
FORGE vs. HOBBS, Mr. Justice.

SEVERAL AND OTHERS V. NEWBY.
The trial of this case again lasted all day without being
concluded.

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VICE-ADMIRALTY COURT.
Before His Honor Sir ALFRED STEPHEN, C.J., Judge
of Admiralty.

THE AUSTRALIAN STEAM NAVIGATION COMPANY V.
THE QUEENSLAND STEAM NAVIGATION COMPANY—
Continued from the "SHIPS" FLEETING FLEETING
JURY AND LATE YOUNG.

The sailing from this date was resumed and completed. It actually occupied six days—the 30th of September, the 1st, 2nd, and 3rd of October, and the 12th and 13th of the next month.

The Attorney-General, Mr. Darley, and Mr. Salomons acted for the pro-movants; and Sir William Manning, Q.C., and Mr. Gordon for the respondents.

The Australasian Steam Navigation Company were the movants, and the Queensland Steam Navigation Company were the respondents. The Florence Irving belonged to the former company and the Lady Young to the latter. The former vessel was of the burden by measurement of 1,678 tons. She was commanded by William Milman, and

thirty-two other persons. The Lady Young was of the
 at by measurement of 321 tons. She was com-
 by William Alexander Curphy, and was nav-
 by a crew consisting of such master
 thirty-two other persons. Both vessels sailed
 Sydney for Brisbane, on the 8th of February
 between the hours of 5 and 6 p.m., or thereabouts.
 arrived at the entrance to Moreton Bay about
 the time—on the 10th of February—and it was while
 being together that the collision took place. The
 question was which of the parties was blameable for the
 and to what extent, or whether there had been
 much of either.

The evidence was very lengthy, and, as is to some parts of contradictory. The general nature of the case will be shown by giving the substance of the statements by promonitors and of the counter statements by the residents.

The promonitors' version of the occurrence was to the following effect—At 4.30 p.m. on the 10th of February the Florence Irving, they averred was entering a channel between certain sandbanks outside and close to the Heads of the south entrance to Morison Bay, with a strong ebb blowing from the S.E., and a strong tide at ebb, and about 11 knots an hour, was running, through the

channel seawards. She was steaming at full speed *this* tide, but had no sail set. At this time the Lady Young was coming up astern, and on the same course in the Florence Irving, under full steam and with all her sails set. The Florence Irving first entered into the channel, and as soon as she encountered the obstructions her speed was, in consequence, reduced. When the Lady Young first entered into the channel—being then astern—she appeared to steer so as to pass the Florence Irving under the lee of the rocks, and ranged up alongside the latter vessel upon the starboard quarter. At this time, and before the Lady Young ranged up alongside, there was about a mile and a half of

The water on the starboard side of the Florence ran, and about 600 yards of clear water on her starboard side. The Lady Young, when she so ranged up alongside the Florence Irving, took up her position about ship's length from the latter vessel; afterwards, while the two vessels were thus moving parallel with each other, the Florence Irving being still under steam, the Lady Young, by the aid of her engines and screws, the aid of the Lady Young was kept to starboard, thus being able to go right across the channel, and to render a collision between the two vessels inevitable. Thereupon the helm of the Florence Irving was also put to starboard, so as to avoid the collision as much as possible. Although every-

that should be and could have been done on the part of those on board the Florence Irving was done, and although the helm of the Lady Young was so put to starboard engines were stopped, the Florence Irving was struck on the fore-part of the starboard paddle-box by the port bow of the Lady Young. At this time the vessel was proceeding on a starboard tack, and the collision was inevitable. The master and crew of the Florence Irving did their best to avoid a collision; and, when such collision became inevitable, they did everything in their power to bring it off as little disastrous as possible. Yet, the Florence Irving was greatly damaged and injured by such collision. Bulwarks and iron siding were broken, her starboard

representatives gave an account of the matter, which set out many important features from the foregoing. The gist of their statement was as follows:—At about 3.45 p.m. on the 10th February, the two vessels were abreast of each other off "Look-Out," being the north-east end of Stradbrook Island, about 4 miles from the south shore of Moreton Bay, and were proceeding towards the channel already mentioned, each under full steam, and with all canvas set. Florence Irving passed on considerably ahead of the Y. Young. When the Florence Irving came within

As a rule from the bar, Lady Yvette always took the stairs and then the elevator to her apartment. The consequence was that Lady Yvette overtook the Florence Irving, at the time the latter vessel was about to cross the bar, Lady Yvette was some three lengths astern of the Florence Irving on her port quarter with about eight feet between the two vessels. There was a space of one-third of a mile, or thereabout, of clear air between the port side of the Florence Irving and the shallow waters on the south side of the canal in the bar, and about a quarter of a mile on her starboard side. After the two vessels had passed the bar, the time of day being about 10:30, from the E.E.S. and seven or eight of about three quanta an hour, rapid

up the channel seawards, the helm of the Florence was, without any necessity, put to starboard so as to enable her to cross the bows of the Lady Young, and a collision between the two ships would have ensued but that the master of the Lady Young, ordered to avoid such collision, caused her helm to be put hard to port, and her engines to be used, for the Florence Irving had increased the bow of the Lady Young there was left sufficient room for the latter to pass the Florence Irving, and starboard signal, the latter vessel did not move any closer to the red light on the North Back on the north side of the channel, and the Florence Irving, had no occasion to go

closer to the reef, inasmuch as she had more than half mile of clear water on her port side. The Lady Young thereupon proceeded to pass the Florence nearly abreast—the Florence lying being slightly in advance of the Lady Young—the former vessel being used as to force the Lady Young into the narrow water, and then to the southward. The two vessels were then between 100 and 150 feet distant from each other, and the master of the Lady Young thereupon called out several times to the master of the Florence Irving, "Mistaken! Starboard your helm, and give me room to pass, or I'll be a mile off this time there was nearly three quarters of a mile of

water on the left side of the Florence Irving, about 100 feet between the two vessels, and not more than 30 feet of clear water on the starboard vessel of the Lady Young. The master of the Florence Irving did not comply with the request of the master of the Lady Young to stop the vessel as he was ordered to force the contrary, continued on to the collision, and the Lady Young ran into the broken water and on to the rear of the Lady Young. In order to prevent his vessel from going ashore, caused her helm to be put to starboard, effect of which was to bring the bows of the vessel on to the broken water. As soon as this had been done, he used the helm to be put hard to port to steady the vessel, so as, if possible, to avoid a collision.

the Florence Irving, and to some of such consequence, however, as possible, if it should take place. In the same manner, the efforts then made on board the Florence Irving were directed, of the mode in which the Florence Irving was to avoid a collision, were discussed. The bows of the two ships were so close together, that, in the first instance, and in their paddle-boxes came into collision. When this collision took place, the engines of the Lady Young were stopped, but those of the Florence Irving were not stopped. They ought to have been, for was her helm steered, and the effect of the collision was thereby considerably increased. Everything that should or could be done was done on the part of those on board the Lady Young.

The proponents met this statement of the case by the following counter allegations—That after the Florence struck the Lady Young, ground was made by the bows of the latter vessel was not put to ashore as was made her bows of the Lady Young, nor did the Florence luff her bows the Lady Young's bows. That after the two vessels were

Early absent, the Florence Irving being
the advance, the latter vessel was not allowed to go forward, but
led Lady Young into the broken water and on to the reef, but,
to the contrary, there was a change of room for the Lady
Young to have gone in and passed the Florence Irving
without starboarding her helm; nor was there

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**A PORTABLE STEAM-ENGINE WITH BOILER
IRON BOILERS
1 IRON SMOKE STACK
A QUANTITY OF OLD IRON, and
16 LOGS OF IRONBARK.**

T. W. BOWDEN will sell by auction (by
the permission of Mr. Chadwick), on his premises,
the Steam Saw Mills, at the western end of Liverpool-
street, on MONDAY next, the 15th November, at 11
o'clock precisely.

The articles above mentioned.

Terms, cash.

On SATURDAY, 7th December,
at CHARLES'S HOTEL, BOWRAL, at 12 o'clock.

THE PICK OF THE WHINSTONE COUNTRY.

CHOICE FARMS.

WINGCARIBBEE ESTATE.
BOWRAL RAILWAY STATION.

This well-known magnificent property comprises 4200
ACRES OF THE RICHEST ARGENTHORN
in the Southern district, and includes the
famous 2000 ACRES of the VILLAGE OF
WINGCARIBBEE.

BOWRAL. About 1750 **ACRES** are let in farms and good farms, and renlie a total of 2500 **PREMISES** and **ACRES**. The remaining 2500 Acres consist of the undulating agricultural land, principally of white-stone formation, well watered in all seasons by the Mittageong Creek and numerous springs. The white-stone is well cleared by a few farms, and the farm water is all more or less improved.

PRELIMINARY NOTICE

RICHARDSON AND WRENCH have received instructions from J. N. Oxley, Esq., by public auction, at the Victoria Hotel, Bowral, on **SATURDAY, THE 7TH INSTANT, 12 o'clock**, to sell the **WHITEKARRIBBER ESTATE, MITTAGEOING.**

In lots to suit purchasers including the remaining unsold lots of the township of Bowral, surrounding the station.

Tenders having been accepted by the Government and contract signed for the erection of the **BOWRAL PASSENGER AND GOODS STATION**, and as the town is in the position of a station with the **Barton Creek Station** on or before the 1st of December next, no further delay will now take place in recalling the town value.

The **Mittageong, or Nattai**, Station is only about four miles from Bowral, so that travelling producers can at

WINGCARIBBEE is acknowledged to be one of the most valuable estates in the colony, and the Auctioneer can confidently recommend the purchase of those sections of first-class agricultural or farming grazing land, within three hours' ride of the metropolis.

TERMS, LIBERAL.

Lithographic plans of the subdivision may be obtained on application at the Rooms, Sydney, to Mr. JAMES POWKILL, Berriana; or to Mr. CHALKER, Bowral.

Further particulars in a future advertisement.

EXTENSIVE SALE of the Valuable Agricultural and Pastoral Lands of the ESTATES of GLENCOE and CUNAN, at the Mill at Berwick, situated and being in the District of Westbury, County of Westmoreland, Tasmania.

BELL and WESTBROOK have received instructions from David Gausman, Esq., Trustee under the will of the late William Bryan, Esq. to sell by public auction, at their Mart, in Charles-street, in Laurence-street, at 12 o'clock, on TUESDAY, the 29th instant, at 12 o'clock at noon.

The two large estates of Glencoe and Cunan situated in the Westbury, together with 1600 acres of land adjoining a mill race, and the two towns of Glencoe and Cunan.

The estate of GLENNOR will be sold as follows—
Lot 1 contains 628 acres, adjoining the estate of Mr. W. B. Smith, and
adjoining the south side of Wooburny. This lot
will be sold subject to a mortgage for £1000, payable on
24th October, 1870, with interest in the mean-
time at 5 per cent. per annum. The tenant of this
estate (Messrs. McCarthy and Beveridge), at rents
amounting to £120 per annum. Possession can be
given after the first day of March next, but the
purchase money will be entitled to the rent accruing from last September
last.

Lot 2 contains 1877 acres, adjoining Lot No. 1 and part of
the Lifford Estate and land of C. R. Parnell.
This lot will be sold subject to a mortgage for £1000,
payable on 30th September, 1870, with interest in the
meanwhile at 5 per cent. per annum. The tenant of
two yearly tenants (Messrs. R. Bryn and James
Gibson), at rents amounting to £170 per annum.
Possession can be given after the first day of
March next, but the purchase money will be entitled to the rent
accruing from last November instant.

Lots 3, 4 and 5 contain together 1261 acres, adjoining
the estate of Mr. J. H. Wilson and part of the
estate, and fronting on the Adolph road, and will
be sold as one lot, free from incumbrance. The lands
are let to two yearly tenants (Messrs. Bullock, Man-
gion, John and William French, and J. Ferguson).
The purchase money together to £250 per acre
may be paid by instalments, but the purchase money
the purchaser will be entitled to the rent accruing

[illegible]

the 1700 acres, adjoining (namely) B. Brook, and which are now occupied by Mr. J. W. Field, on the oblique after let January 1st, 1874, for the term of 10 years, will be received by the vendor. The remainder is leased to four tenants (Messrs. Ryan, Bird, Lyons, and O'Connell) for the term of 10 years, commencing at the same date, in the whole to be paid by the tenants, and the purchaser will be entitled to the rents of this property for the term of 10 years, commencing on the 1st of September last. 100 acres of 700 acres, adjoining the lands of Messrs. Keane and Clarke. This lot will be sold subject to a mortgage for £1000, payable on 15th January, 1874, with interest at 5 per cent. per annum. This land is now occupied by Mr. W. M. Dean, under a lease which will expire about the 15th of May, 1874, and the yearly rent of £150, and the purchaser will be entitled to the rent accruing from let September last.

Lot 2 contains 1500 acres, fronting on the Liffey River, and adjoining the lands of Messrs. Keane and Clarke, Messrs. Ritchy, Danvers, Clayton, and others. This lot will be sold subject to a mortgage for £1000, payable on 15th January, 1874, with interest at 5 per cent. per annum. The remainder in the inclosure at 7 per cent. per annum. 50 acres of this lot are let to Mr. H. Symonds, for a term of 10 years, commencing on the 1st of September last, and the yearly rent of £150; and the purchaser will be entitled to the rent accruing therefrom from 1st September last. The remaining 50 acres are at present let with 100 1/2 acres of 700 acres, adjoining the lands of Messrs. Keane and Clarke. This lot will be sold subject to a mortgage for £1000, payable on 15th January, 1874, with interest at 5 per cent. per annum. This land is now occupied by Mr. W. M. Dean, under a lease which will expire about the 15th of May, 1874, and the yearly rent of £150, and the purchaser will be entitled to the rent accruing from let September last.

after first January, next, up to which time the rent thereof will be received by the vendor.

Lot 12, 13 and 14 consist of a mill, together with mill-
stream, several parcels of land, and a mill race, respectively,
10 acres 2 rods 20 poles, 2 acres 3 rods 26
poles, 3 acres 1 lot 36 poles, and 8 rods 20
poles of land, situated in the township of Carleton
Place, and will be sold as one lot. This property
will be sold subject to a mortgage for £1000, and
will be sold for 75 per cent. Possession of this property
can be obtained after first January, next, at which time
the rents will be received by the vendor.

TERMS.—25 per cent. cash deposit, at the time of sale ;
—the balance on completion of the purchase.

Further particulars and conditions of sale can be obtained,
and plans of the property can be seen, at the offices of
Messrs. NORTHON and BAKER, Solicitors, Sydney.

In the Public Office of New South Wales,
Stamp Office, Sydney, 12th November, 1882.

LALMOND AND ANTHONY F. BAKER
SOLICITORS.
NAME : NAME

ON SATURDAY next, the 10th November
instant, at 11 o'clock in the forenoon, at the
Athenaeum, Gresham Street, London, will be
sold, by public auction, the following property, to-wit:
the KILN KIFF will come to be sold by public

GRANATORTHERN RAILWAY											
DAILY TRAINS—SUNDAY											
STATIONS.			Passengers.			Goods			Sunday		
Trains leave—									Passengers.		
Newcastle	7	12	30	a.m.	p.m.	8	15	p.m.	7	15	p.m.
Holyrook Point	7	20	11	40	35	10	7	7	20	35	25
Hexham	7	30	12	55	50	10	15	10	30	45	35
Hexham	7	47	12	58	53	10	22	10	47	53	43
East Mainland	7	50	13	31	45	11	22	10	50	45	45
West Mainland	7	55	13	36	50	11	27	10	55	50	50
West Mainland	8	25	14	47	40	11	45	10	45	45	40
West Mainland	8	30	15	52	45	12	50	10	50	45	45
Woolmilk Road	8	35	15	57	50	12	55	10	55	50	50
Woolmilk Road	8	40	16	02	55	13	00	10	55	50	50
Woolmilk Road	8	45	16	07	00	13	05	10	55	50	50
Woolmilk Road	8	50	16	12	05	13	10	10	55	50	50
Woolmilk Road	8	55	16	17	10	13	15	10	55	50	50
Woolmilk Road	9	00	16	22	15	13	20	10	55	50	50
Woolmilk Road	9	05	16	27	20	13	25	10	55	50	50
Woolmilk Road	9	10	16	32	25	13	30	10	55	50	50
Woolmilk Road	9	15	16	37	30	13	35	10	55	50	50
Woolmilk Road	9	20	16	42	35	13	40	10	55	50	50
Woolmilk Road	9	25	16	47	40	13	45	10	55	50	50
Woolmilk Road	9	30	16	52	45	13	50	10	55	50	50
Woolmilk Road	9	35	16	57	50	13	55	10	55	50	50
Woolmilk Road	9	40	17	02	55	14	00	10	55	50	50
Woolmilk Road	9	45	17	07	00	14	05	10	55	50	50
Woolmilk Road	9	50	17	12	05	14	10	10	55	50	50
Woolmilk Road	9	55	17	17	10	14	15	10	55	50	50
Woolmilk Road	10	00	17	22	15	14	20	10	55	50	50
Woolmilk Road	10	05	17	27	20	14	25	10	55	50	50
Woolmilk Road	10	10	17	32	25	14	30	10	55	50	50
Woolmilk Road	10	15	17	37	30	14	35	10	55	50	50
Woolmilk Road	10	20	17	42	35	14	40	10	55	50	50
Woolmilk Road	10	25	17	47	40	14	45	10	55	50	50
Woolmilk Road	10	30	17	52	45	14	50	10	55	50	50
Woolmilk Road	10	35	17	57	50	14	55	10	55	50	50
Woolmilk Road	10	40	18	02	55	15	00	10	55	50	50
Woolmilk Road	10	45	18	07	00	15	05	10	55	50	50
Woolmilk Road	10	50	18	12	05	15	10	10	55	50	50
Woolmilk Road	10	55	18	17	10	15	15	10	55	50	50
Woolmilk Road	11	00	18	22	15	15	20	10	55	50	50
Woolmilk Road	11	05	18	27	20	15	25	10	55	50	50
Woolmilk Road	11	10	18	32	25	15	30	10	55	50	50
Woolmilk Road	11	15	18	37	30	15	35	10	55	50	50
Woolmilk Road	11	20	18	42	35	15	40	10	55	50	50
Woolmilk Road	11	25	18	47	40	15	45	10	55	50	50
Woolmilk Road	11	30	18	52	45	15	50	10	55	50	50
Woolmilk Road	11	35	18	57	50	15	55	10	55	50	50
Woolmilk Road	11	40	19	02	55	16	00	10	55	50	50
Woolmilk Road	11	45	19	07	00	16	05	10	55	50	50
Woolmilk Road	11	50	19	12	05	16	10	10	55	50	50
Woolmilk Road	11	55	19	17	10	16	15	10	55	50	50
Woolmilk Road	12	00	19	22	15	16	20	10	55	50	50
Woolmilk Road	12	05	19	27	20	16	25	10	55	50	50
Woolmilk Road	12	10	19	32	25	16	30	10	55	50	50
Woolmilk Road	12	15	19	37	30	16	35	10	55	50	50
Woolmilk Road	12	20	19	42	35	16	40	10	55	50	50
Woolmilk Road	12	25	19	47	40	16	45	10	55	50	50
Woolmilk Road	12	30	19	52	45	16	50	10	55	50	50
Woolmilk Road	12	35	19	57	50	16	55	10	55	50	50
Woolmilk Road	12	40	20	02	55	17	00	10	55	50	50
Woolmilk Road	12	45	20	07	00	17	05	10	55	50	50
Woolmilk Road	12	50	20	12	05	17	10	10	55	50	50
Woolmilk Road	12	55	20	17	10	17	15	10	55	50	50
Woolmilk Road	1	00	20	22	15	17	20	10	55	50	50
Woolmilk Road	1	05	20	27	20	17	25	10	55	50	50
Woolmilk Road	1	10	20	32	25	17	30	10	55	50	50
Woolmilk Road	1	15	20	37	30	17	35	10	55	50	50
Woolmilk Road	1	20	20	42	35	17	40	10	55	50	50
Woolmilk Road	1	25	20	47	40	17	45	10	55	50	50
Woolmilk Road	1	30	20	52	45	17	50	10	55	50	50
Woolmilk Road	1	35	20	57	50	17	55	10	55	50	50
Woolmilk Road	1	40	21	02	55	18	00	10	55	50	50
Woolmilk Road	1	45	21	07	00	18	05	10	55	50	50
Woolmilk Road	1	50	21	12	05	18	10	10	55	50	50
Woolmilk Road	1	55	21	17	10	18	15	10	55	50	50
Woolmilk Road	2	00	21	22	15	18	20	10	55	50	50
Woolmilk Road	2	05	21	27	20	18	25	10	55	50	50
Woolmilk Road	2	10	21	32	25	18	30	10	55	50	50
Woolmilk Road	2	15	21	37	30	18	35	10	55	50	50
Woolmilk Road	2	20	21	42	35	18	40	10	55	50	50
Woolmilk Road	2	25	21	47	40	18	45	10	55	50	50
Woolmilk Road	2	30	21	52	45	18	50	10	55	50	50
Woolmilk Road	2	35	21	57	50	18	55	10	55	50	50
Woolmilk Road	2	40	22	02	55	19	00	10	55	50	50
Woolmilk Road	2	45	22	07	00	19	05	10	55	50	50
Woolmilk Road	2	50	22	12	05	19	10	10	55	50	50
Woolmilk Road	2	55	22	17	10	19	15	10	55	50	50
Woolmilk Road	3	00	22	22	15	19	20	10	55	50	50
Woolmilk Road	3	05	22	27	20	19	25	10	55	50	50
Woolmilk Road	3	10	22	32	25	19	30	10	55	50	50
Woolmilk Road	3	15	22	37	30	19	35	10	55	50	50
Woolmilk Road	3	20	22	42	35	19	40	10	55	50	50
Woolmilk Road	3	25	22	47	40	19	45	10	55	50	50
Woolmilk Road	3	30	22	52	45	19	50	10	55	50	50
Woolmilk Road	3	35	22	57	50	19	55	10	55	50	50
Woolmilk Road	3	40	23	02	55	20	00	10	55	50	50
Woolmilk Road	3	45	23	07	00	20	05	10	55	50	50
Woolmilk Road	3	50	23	12	05	20	10	10	55	50	50
Woolmilk Road	3	55	23	17	10	20	15	10	55	50	50
Woolmilk Road	4	00	23	22	15	20	20	10	55	50	50
Woolmilk Road	4	05	23	27	20	20	25	10	55	50	50
Woolmilk Road	4	10	23	32	25	20	30	10	55	50	50
Woolmilk Road	4	15	23	37	30	20	35	10	55	50	50
Woolmilk Road	4	20	23	42	35	20	40	10	55	50	50
Woolmilk Road	4	25	23	47	40	20	45	10	55	50	50
Woolmilk Road	4	30	23	52	45	20	50	10	55	50	50
Woolmilk Road	4	35	23	57	50	20	55	10	55	50	50
Woolmilk Road	4	40	24	02	55	21	00	10	55	50	50
Woolmilk Road	4	45	24	07	00	21	05	10	55	50	50
Woolmilk Road	4	50	24	12	05	21	10	10	55	50	50
Woolmilk Road	4	55	24	17	10	21	15	10	55	50	50
Woolmilk Road	5	00	24	22	15	21	20	10	55	50	50
Woolmilk Road	5	05	24	27	20	21	25	10	55	50	50
Woolmilk Road	5	10	24	32	25	21	30	10	55	50	50
Woolmilk Road	5	15	24	37	30	21	35	10	55	50	50
Woolmilk Road	5	20	24	42	35	21	40	10	55	50	50
Woolmilk Road	5	25	24	47	40	21	45	10	55	50	50
Woolmilk Road	5	30	24	52	45	21	50	10	55	50	50
Woolmilk Road	5</										

No. 55, Pitt-street, Sydney.

THE BRITISH AND FOREIGN MARINE INSURANCE COMPANY (Limited).
Capital, £1,000,000.
LORIMER, MARWOOD, and ROBE, Agents.

PINCE OF WALES OPERA HOUSE.
Lessee, Mr. GEORGE COFFIN.
Stage Manager, Mr. J. R. Greville.

FASHIONABLE NIGHT.
Being **POSITIVELY THE LAST APPEARANCE** of
Mr. JAMES ANDERSON
in his Grand Character of **WALLACE**, supported
by **Mrs. ROBERT HEIR.**

THIS EVENING, FRIDAY,
Last Night of the Caledonian play, entitled
THE SCOTTISH CHIEF,
with its magnificent new scenery, original music, new
dresses and powerful auxiliaries.

To conclude with
THE AREA BELLE.

TO-MORROW EVENING, Saturday, Great Bill,
Mr. JAMES ANDERSON as
ROBERT MCGREGOR CAMPBELL.
FOR THIS NIGHT ONLY.

In active preparation, with new scenery and effects, the
great drama of
SUNSHINE AND CLOUDS.

EXCURSION TO BALMORAL, MIDDLE HAR-
BOUR.—THE BLACK SWAN will leave the
Queen's Wharf, for the above place, **TO-MORROW**
(Saturday) **and SUNDAY, at 2.30**, and Woolloomoo at
3 o'clock, returning on Sunday at 6.30. A Band will
accompany the steamer on Saturday. Return tickets 1s.

A LBERT CRICKET CLUB.—1st Eleven v. 1st
Warwick, in Dominia. Play to be resumed at 4.15
p.m. sharp. 2nd Eleven v. 2nd Warwick, on A. C. G.
ground.—J. Adams, Aldis, Anderson, W. Docker, H. C.
Gordon, Holland, J. G. G. at 6.30. J. Fry, V. V. V. and
P. Waddy. Emergencies—W. Adams and A. Docker.
To meet at McMahon's, at 1.15.

JOHN J. CALVERT, Hon. Secretary.

VICTORIA V. UNIVERSITY 2ND.—The following
members of Victoria, A.C. will play meet on University
Crest, at 4 o'clock, on Saturday.—Garry, J.
Finchey, Parkinson, Douglas, Higgs, Harris, Ridgway,
Griffin, Forsythe, A. Mithell, Collis, and Carter.

W. RICHES, Hon. Secretary.

M. R. BOSLEY'S CONCERT TO-NIGHT, Friday.
Council Chambers, Hunter's Hill. Admission, 2s
and 1s.

ST. JAMES'S CHURCH CHORIST.—The Parishioners
are respectfully informed that a **CONCERT** will be
given by the above choir, on **MONDAY EVENING**
next, at 8 o'clock, at the residence of J. J. Adams, in aid of the
Church Fund. Miss JAMES, MISS WISEMAN, Mr.
JAMES WALLER, and Mr. J. MEDCALF have
kindly given their services. Tickets, 1s; reserved seats,
2s—can be had at the doors, or of members of the choir.
Doors open at half-past 7; commence at 8.

JAMES FURLEY, Organist.
These friends assisting will be at the Schoolroom,
THIS EVENING, at half-past 8.

ANTHROPOLOGICAL MUSEUM, and GALLERY
OF ILLUSTRATIONS.
MELBOURNE, VICTORIA.
The Secretary will forward eight highly important
lectures next hour at delivery of the Institution, on
receipt of 5s. stamps.

Address, Secretary, Anthropological Museum and
Gallery of Illustration, 174, Bourke-street East, Melbourne.

DROPLE'S ENTERTAINMENT

HOMEBUSH SPRING MEETING
ST. ANDREW'S DAY, SATURDAY, THE 30TH
NOVEMBER, 1867.

STEWARDS:
Richard Jones, Esq. Thomas Dawson, Esq.
W. B. Bailey, Esq. John Tait, Esq.
S. C. Eart, Esq.

JUDGE AND HANDICAPPER:
John Lackey, Esq.

HON. TREASURER AND STARTER.

Third Race.—To start at 3 o'clock p.m.—**TALLY-HO STAKES** of 5 sovereigns each, with 50 Sovereigns added. Second horse to receive 10 Sovereigns from the stakes, for all horses; about two miles, over 6 leaps, ordinary steeplechase course; 3 year-olds, 9 st.; 4 year-olds 10 st. 3 lbs.; 5 year-olds, 10 st. 12 lbs. 6 year-olds and older, 11 st. 12 lbs.

1/2X of 1 sovereign each, with 10 sovereigns named, for the
all horses; carrying 9 stone, half a mile. Winner to be
sold by auction immediately after the race for £15, any
surplus to go to the funds. Post entrance, 10s.

RULES.

All entries (unless otherwise specified) must be delivered to
the under clerk, endowed "Entrance," the Secretary, at the
Mansions, Bury and Co. Pitt Street, Sydney, not later than 4
p.m. on FRIDAY, 15th November, 1867.

All declarations of forfeit and non-acceptance must be in
writing, and reach the above office previous to 4 p.m. of the
respective days named.

THE STAKES for each race during the forthcoming season

A FULL BAND engaged.
 Tickets, 1s each, may be had from any of the committee
 and on board the steamer.

A OGILVIE,	} Hon.
J. BOYS	

SATURDAY HALF-HOLIDAY ASSOCIATION

PATRON :
 Sir JOHN YOUNG, K.C.B.

PRESIDENT :
 Sir ALFRED STEPHEN.

JOSEPH BOYS, Secretary.

PORT PHILLIP FARMERS' SOCIETY.

NOTICE.

THE GRAND NATIONAL EXHIBITION.
Under the patronage of the Hon. Sir J. H. T. Manners
Sutton, K. C. B., and the auspices of the
Board of Agriculture,
Of Horses, Cattle, Sheep, Swine, Poultry, Dairy Produce,
Agricultural Implements, Machinery, &c.

WEDNESDAY, the 20th instants.
And all other stock, produce, &c., before half-past 10 o'clock a.m. on THURSDAY, the 21st instants.
His Royal Highness the Duke of Edinburgh has accepted the invitation of the Royal Reception Commission to visit the Show Yards on the last day of the Exhibition.
N.B.—Price lists may be obtained on application to the Secretary, or at the offices of any of the Agricultural Societies throughout the colony.

BAZAAAR.—THE CIVET CAT, 98, King-street.—Toys, dolls, workb xes, writing desks, albums, ladies' and gentlemen's card-cases, work tables, and fancy goods of every description.

ORIENTAL TOOTH PASTE.—E. DAVIS, Civet Cat Fancy and Toy Bazaar, 98, King-street.

PRADE AND HARCOURT, in returning thanks for the very liberal support accorded to them during the past twelve years, beg to state that, in consequence of the large increase in the Wine and Spirit branch of their busi-

PEATE and HARCOURT, Grocers and Wine Merchants, 258, 260, and 262, George-street.

NOTICE—The undersigned, having been appointed **AGENTS** for the Australian Colonies for the sale of Whitehead and Co.'s Concentrated **ESSENCE OF BEEF**, are prepared to execute orders for the same on most liberal terms.

PEATE and HARCOURT, 258, 260, and 262, George-street.

Colza oil, white zinc, green and blue paint
Paper hangings, assorted cases; Liverpool soap
Wether'spoon's confectionery, in tins, bottles, and packets
Glenfield patent starch; borax
Taylor, Brothers' chf. yf, cocoa, chocolate, and mustard
Nelson's gelatine lozenges, Barry's chleory
Linn fish, herrings, red and white, in tins
Sherry, in hogsheds, quarter casks, and octaves
Brown and grey papers, and paper bags, 2 lbs. to 28 lbs.
Writing and printing papers, envelopes, and stationery,
CAIRD, PATERSON, and CO., 14, Wynnard-square,
STEAM ENGINES and BOILERS. &c.—

PRIME MESS BEEF and Corn-fed PORK, on SALE. O'DOUD and CO., Commercial Wharf.

COLONIAL TOBACCO, best brands, on SALE O'DOUD and CO., Commercial Wharf.

AUSTRALIAN WINES.—WYNDHAM'S DALWOOD and BUKKULLA.—Awarded a First-class Silver Medal at Paris Exhibition, 1867, and various other Prizes at Melbourne and New Zealand Intercolonial Exhibitions, &c. &c.

ICE CREAM BUTTER, ICE CREAM BUTTER.—The great luxury of Ice Cream Butter can always be had at BENNETT'S BROTHERS, Tea Dealers and Grocers, 482, George-street.

ADAMANTINE BUTTER.—The undersigned are appointed sole agents for the Australian Colonies.

MOSES MOSS and CO., Wynyard-lane, Sydney.

CANARY Hemp Seed, Liquorice, Raisins, Candied Peel, Chicory. T. J. Stutchbury, 94, Clarence-st.

AN Experienced Person requires a SITUATION, as Housekeeper. Pierce, stationer, William-street.

AGENTLEMAN requires RESIDENCE, with Partial BOARD, with stable; terms must be moderate. Address Home, HERALD Office.

ATHOROUGH business Woman seeks an ENGAGEMENT as Housekeeper, could take the management of an Hotel, understands cooking, &c. M. L. A., Pierce's

MACHINIST, for leather work, wanted; also MEN to make elastic rides. Sweeny and Son, William st.

PAPERHANGER WANTED. Apply early, Wright, Pitt and Bathurst streets.

PARTIAL BOARD AND RESIDENCE required by a Gentleman, in a respectable private family; Balmain or suburbs preferred; stable and bath. Address, stating terms, Q. E. C. General Post Office.

SCHOOl FURNITURE.—Desks, Forms, large Maps, Globes, and other School and Hall Office

WANTED, a GIRL, as General Servant. Apply Post Office, Bourke-street, Surry Hills.

WANTED, a young GIRL, to make herself useful. 144, Woolloomooloo-street. Apply after 10.

WANTED, a young GIRL, about 14. Apply at 44, Y young street.

WANTED, a smart clean LAD—must be able to ride. Apply 56, Stanley-street.

WANTED, a General SERVANT, must be a good

WANTED, a respectable **GIRL** as General Servant; personal reference required. 241, Macquarie-st. N.

WANTED, a stout LAD, accustomed to horses and to garden. Apply at Union Club, Bligh-street.

WANTED, a LAD, accustomed to butchering. J. Hammond, Milner's Point, North Shore.

WANTED, a GIRL accustomed to children, about 15. Apply Mrs. Lumedaine, Paragon, Balmali.

WANTED known, LADKERS, Steps, and Barrows, 222, Castlereagh-street, near Market-street.

WANTED to SELL, GOODWILL of Boys' School, with furniture of house. Delta, HERALD Office.

WANTED, a good **COOK** and **LAUNDRESS**. 112, Pitt street, at 11 o'clock.

WANTED, a Woman as **COOK** and **LAUNDRESS**. Apply at 164, Alberto-terrace, Macleay street.

WANTED, a **NURSE GIRL**. Mrs. Cadyn, hair-dresser, 316, George-street.

WANTED - a **GIRL** - for a family.

WANTED, a respectable Girl as General SERVANT,
small family. R. Willis, Darling-street, Balmain.

WANTED, good WAISTCOAT HANDS, for shop
work. City Wardrobe 229, Pitt-street. - 10/11

WANTED, a good NEEDLEWOMAN, to work at
the tailoring, 41, Pyrmont-street, Pyrmont.

WANTED, a respectable LAD, used to a butcher's
shop. R. Scott, Kent-street North.

WANTED, 30 tons of good Blacksmiths' COALS,
William Bull.

WANTED, a tidy **GIRL**, about 16, intelligent, mind children, and be useful. 124, South End Road.

WANTED, WASHING, at 1s 6d per dozen. Address G. E., 198, Parramatta-street.

WANTED, SITUATION, good cook or housekeeper to 2 or 3 gentlemen. Miss Fowler, 41, Park-st.

WANTED, good COOK and Laundress; also, General servant (Protestant). Miss Fowler, 41, Park-st.

WANTED, a strong, active **GIRL**. Mrs. Turner, Pyrmont Bridge Road.

WANTED, Female General SERVANT; also, a little Girl, to mind a baby. Apply 7, Hunter-street.

WANTED, an active useful Man, as PORTER, must be able to drive, milk, understand horses, and know w^h well 438, George-street.

WANTED, young WOMAN as Parlourmaid. Apply to day, between 9 and 1, to Mrs. Alexander Stuart, Victoria-terrace, Miller's Point.

WANTED, a strong BOY, to drive horses and cart, one accustomed to the bush preferred. Apply

WANTED, a SITUATION, by a respectable young Woman, as General Servant or Cook and Launderess, 2 years' character. Apply at 382, Liverpool-street, silk-thurst. Open for a week.

WANTED, a COOK and LAUNDRESS—good references required. Apply between 10 and 1 o'clock. Mrs. Ireland, corner Ocean-street and Old South Head Road, Wollahra.

WANTED known, that the cheapest and best home in Sydney is the London Dining Rooms, soups, joints and pastry, 91. Board and Residence, 15s. 6d. Graham-street, near the Market.

DRAWING-ROOM SUITE, also Single Rooms vacant, Mrs. Therry's, Mons House, 13, Jamieson-st.

PARLMENTS VACANT, for families or gentlemen.

B OARD and RESIDENCE, one of two Ladies or Gentle-
men. Bishopthorpe-terrace, Glebe.

B OARD and RESIDENCE, for two Gentlemen, 12,
Francis-street, Hyde Park.

B OARD and Residence. Mrs. Elder's, 294, and 296,
Castle-street, near Park-st.; terms, moderate.

H OTEL.—To LET, the General Washington, George-
street. Apply on the premises.

M IDNLY BEACH.—BOARD and RESIDENCE, at
price to meet the times; excellent sea-bathing;
and the family. Bath, New-Hamp.

RESPECTABLE Lodgings. 3s 6d weekly. 114, Kent-street, opp. Gas Hotel. Board on reasonable terms.

SPACIOUS ROOMS to LET, suitable for Offices. A. Thompson and Co., 81, Pitt-street.

IOLET a HOUSE of 4 rooms, large yard, water, &c. 392, Bourke-street, Surry Hills.

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NO LET, SHOP, fitters, and dwelling, Richmond
Campbell street. James Calder, Abercrombie-st.
 NO LET, 352, Victoria-street, 4 rooms, kitchen, good
 yard, water. W. Brown, blacksmith, Darlington Rd.
 NO LET, a pleasantly-situated 7-room HOUSE, in
 West-street, Darlington. J. Fenson, 351, Pitt-st.
 NO LET, 4 roomed HOUSE and kitchen. Apply
 E. Bowen, Bathurst-street.
 NO LET, a first-class HOTEL, in the city. For par-
 ticulars apply to Mr. John Barker, 140, Pall-mall.

NO LET, a Furnished BEDROOM, with balcony, with or without board. Five minutes' walk from Post Office. Address A. M. Post Office.

O LET, next Christ Church, those three *first-class* SHOPS, possession 1st December, suitable for *business*, *grocers*, *chemists* and *druggists*, and any business requiring little space. Apply to G. B. Whiting, 4, Hunter-street.

NO LET, a good Family RESIDENCE, containing 3 apartments; covered balcony, beautifully situated near Paddington and Waverley. Apply to H. H. Brown, 1, Hunter-street.

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